

## Cespedes, Christopher

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**From:** City of Ann Arbor Transportation Commission  
**Sent:** Wednesday, September 11, 2024 1:55 PM  
**To:** Cespedes, Christopher  
**Subject:** FW: Safety Concerns for Pedestrians on Sidewalks

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**From:** Jeff Crockett <XXXXXX@gmail.com>  
**Sent:** Monday, August 19, 2024 10:18 AM  
**To:** City of Ann Arbor Transportation Commission <XXXXXX@a2gov.org>  
**Cc:** poodlechild <XXXXXX@gmail.com>  
**Subject:** Safety Concerns for Pedestrians on Sidewalks

On July 22, I started a Nextdoor conversation that resulted in 230 Comments over a period of several weeks. The conversations started with the following statement:

"Apparently, Ann Arbor is paying a consultant \$1,000,000 to make the streets safer. In my opinion, some of that money should be spent on making our sidewalks safer. Ann Arbor <https://www.mlive.com/news/ann-arbor/2024/07/ann-arbor-puts-1m-behind-hiring-safe-streets-consultant.html?outputType=amp> One of the incremental improvements the consultant should provide are proposed regulations governing the use of bicycles and scooters on sidewalks. The Council should then adopt these regulations. I frequently walk my dog in the downtown. I have to remain super vigilant because, on a number of occasions, I have had scooters and bikes pass by me without any warning whatsoever. It seems to me that sidewalk bikers and scooter operators should be required to sound an alarm as they approach pedestrians. The problem, of course, for pedestrians is that there is no simple way to identify offenders. For example, in a recent incident, a scooter zoomed by within a foot of me and my dog. I yelled and I heard from a distance the scooter operator say, "Sorry"! However, he didn't stop and come back to apologize in person. From now on, I am thinking of holding my cell to take a picture of the offender. But that wouldn't have much weight because there are no laws I am aware of that regulate the use of bikes and scooters on sidewalks. It would likely take my dog getting run over for the police to get involved. But what good would that do if the biker rides away without identifying himself or herself? With the addition of bike lanes, it is time for the city to develop regulations for bikers and scooters to make sidewalks safer for pedestrians. These regulations should be published. Certainly, local biking groups should be involved with the consultant in developing these regulations. The addition of bike lanes should not simply be about expanding biker rights. The consultant should also be asked to detail biker and scooter operator responsibilities. Perhaps, this problem is more prevalent on downtown streets where there is more congestion, but I don't believe my experience is unique. I have heard similar stories from people who regularly walk downtown neighborhoods. Is there anyone else in this conversation thread who has experienced this hazard?"

This conversation involving 230 comments demonstrated that there is broad public concern about pedestrian safety on sidewalks as well as concern about right-of-way among drivers, bikers, scooters, and pedestrians. It was also clear that many are concerned that the city has not published guidelines to educate drivers on the right-of-way and about the regulations relating to biker and scooter operation. How can the Transportation Commission help? 1. Create a survey to receive citizen concerns. 2. Hold public forums. 3. Provide right-of-way guidelines. 4. Review and improve current regulations on the operation of bikes and scooters. 5. Engage the police with the enforcement of biker and scooter regulations.

Thanks for your consideration, Jeff Crockett

